

IN THE CLAIMS

Please amend the claims as follows:

1-21. (Canceled)

22. (Currently Amended) A track for a railborne vehicle with a long-stator linear drive, said track comprising:

at least one long stator having a plurality of track elements arranged in a line, each of said track elements further comprising

a carrier component, and at least one functional part arranged on said carrier component, said functional part comprising a stator carrier;

at least one stator section received by said stator carrier, said stator section comprising a plurality of linearly aligned stator packets, with each said stator packet having a front end and a back end;

said front and back ends of said stator packets having complimentary respective contour and counter-contour cross-sectional profiles such that said contours of said front end align with and engage in said counter-contours of said back end of an adjacent stator packet such that said front end overlaps said back end of an adjacent said stator packet in the longitudinal and transverse direction so that a at least a vertically and horizontally acting cogging is established between said adjacent front and back ends; and

further comprising a material gap between adjacent said stator packets within said stator section, said material gap having a width measured in a longitudinal direction that is less than a corresponding material gap width between adjacent said stator packets of different said stator sections.

23. (Previously presented) The track as in claim 22, wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets are fitted together by being shifted along a longitudinal axis of said stator packets.

24. (Previously presented) The track as in claim 22, wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets each comprise at least two level, oblique surfaces.

25. (Currently Amended) The track as in claim 22, A track for a railborne vehicle with a long-stator linear drive, said track comprising:

at least one long stator having a plurality of track elements arranged in a line, each of said track elements further comprising

a carrier component, and at least one functional part arranged on said carrier component, said functional part comprising a stator carrier;

at least one stator section received by said stator carrier, said stator section comprising a plurality of linearly aligned stator packets, with each said stator packet having a front end and a back end;

said front and back ends of said stator packets having complimentary respective contour and counter-contour cross-sectional profiles such that said contours of said front end align with and engage in said counter-contours of said back end of an adjacent stator packet such that said front end overlaps said back end of an adjacent said stator packet in the longitudinal and transverse direction so that a vertically and horizontally acting cogging is established between said adjacent front and back ends; and

wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets have corresponding recesses and elevations with flanks aligned in a crossing manner in a cross-sectional plane of said stator packets so as to define said vertically and horizontally acting cogging.

26. (Previously presented) The track as in claim 25, wherein said corresponding recesses and elevations are alternately arranged in a checker-board configuration.

27. (Previously presented) The track as in claim 22, wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets have corresponding flanks that define a locking engagement between said stator packets in the longitudinal direction.

28. (Previously presented) The track as in claim 22, wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets are brought into engagement by rotation about a vertical axis of said stator packets.

29. (Previously presented) The track as in claim 22, wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets engage against each other when said stator packets are rotated along a vertical axis, transverse axis, and longitudinal axis.

30. Cancelled.

31. (Currently Amended) The track as in claim 22, wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets within a said stator section have a different spatial configuration as compared to the spatial configuration of said contour and counter-contour profiles of adjacent said stator packets of different said stator sections.

32. (Previously presented) The track as in claim 22, wherein said contour and counter-contour profiles of said front and back ends of adjacent said stator packets have a sufficient overlap to compensate for parallel said long stators in a curved track having a same standard length.

33. (Previously presented) The track as in claim 22, wherein said vertically acting cogging between contour and counter-contour profiles of said front and back ends of adjacent said stator packets has a clearance such that upon a suspension failure of a stator packet, said stator packet is supported by but drops vertically relative to adjacent said stator packets by the amount of said clearance.

34. Cancelled.

35. Cancelled.